



How can well planned streets promote healthy communities and recreation

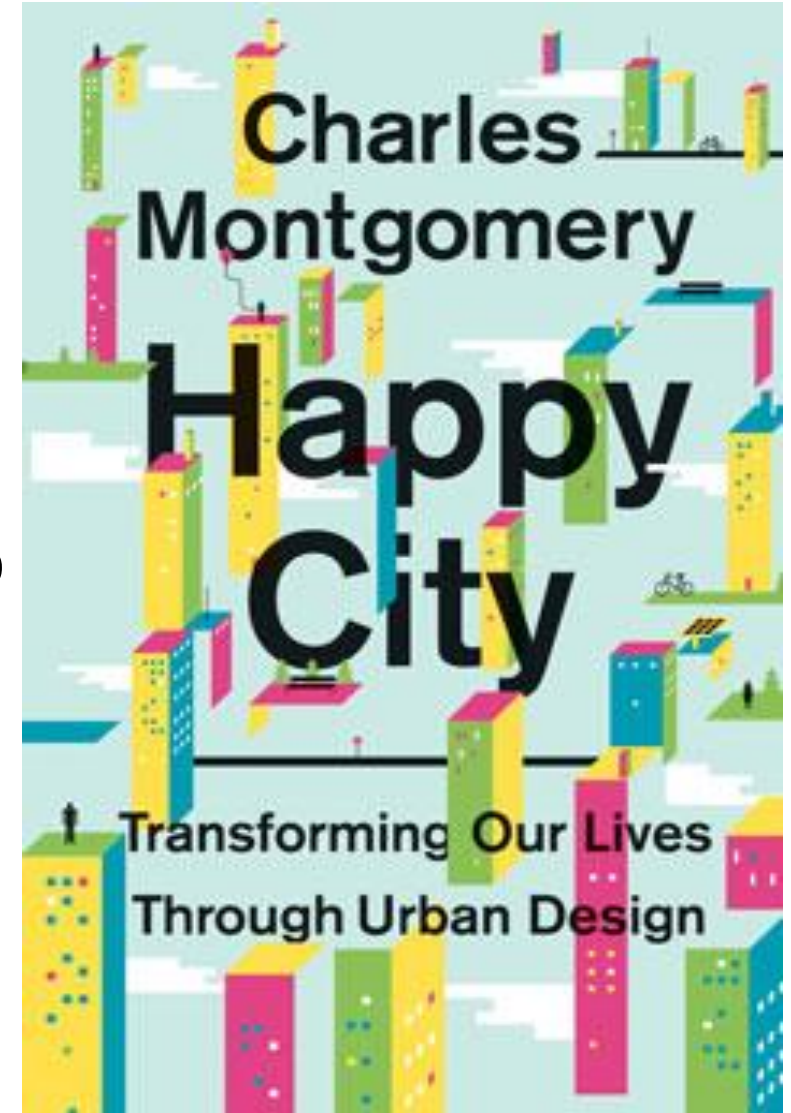
Prof Simon Kingham

Kaitohutohu Matua Pūtaiao | Chief Science Advisor, Te Manatū Waka | Ministry of Transport

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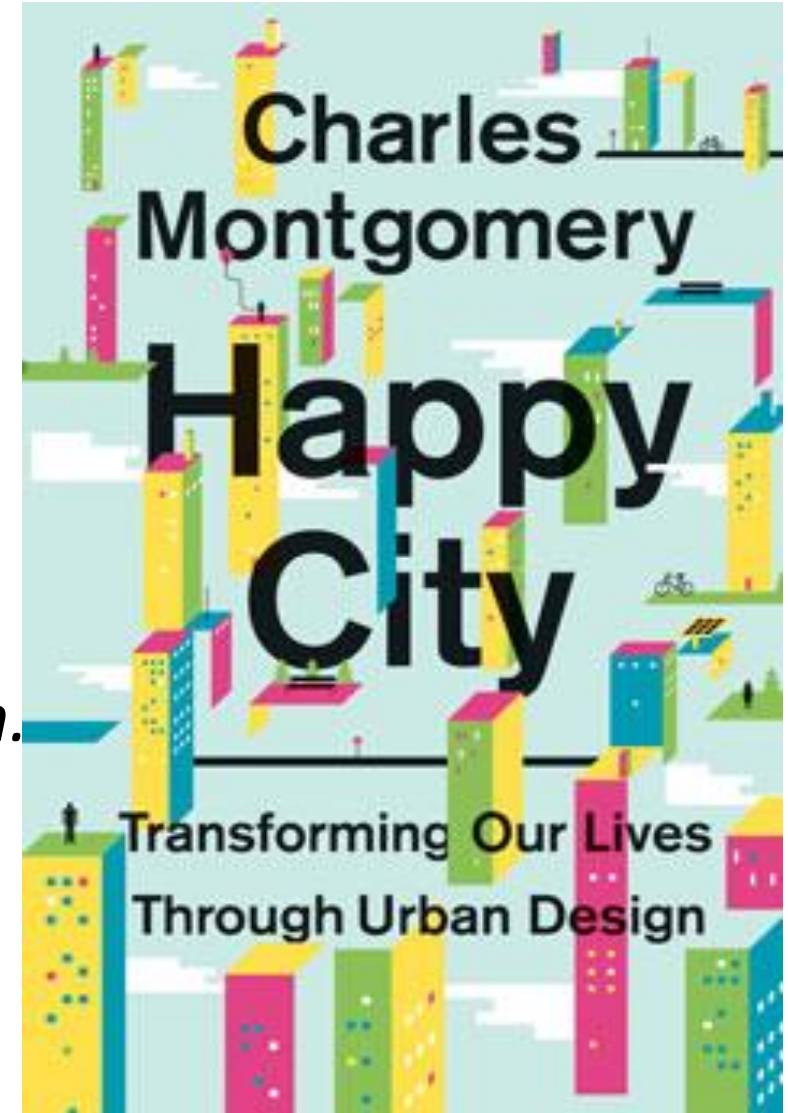
What are *Happy Cities*?

- Diversity of housing types
- Low or no fences
- Green (and blue) space
- Close proximity to facilities e.g. schools, shops, job
- Good public transport
- Walkable
- Low/slow traffic
- Physical *activityable*



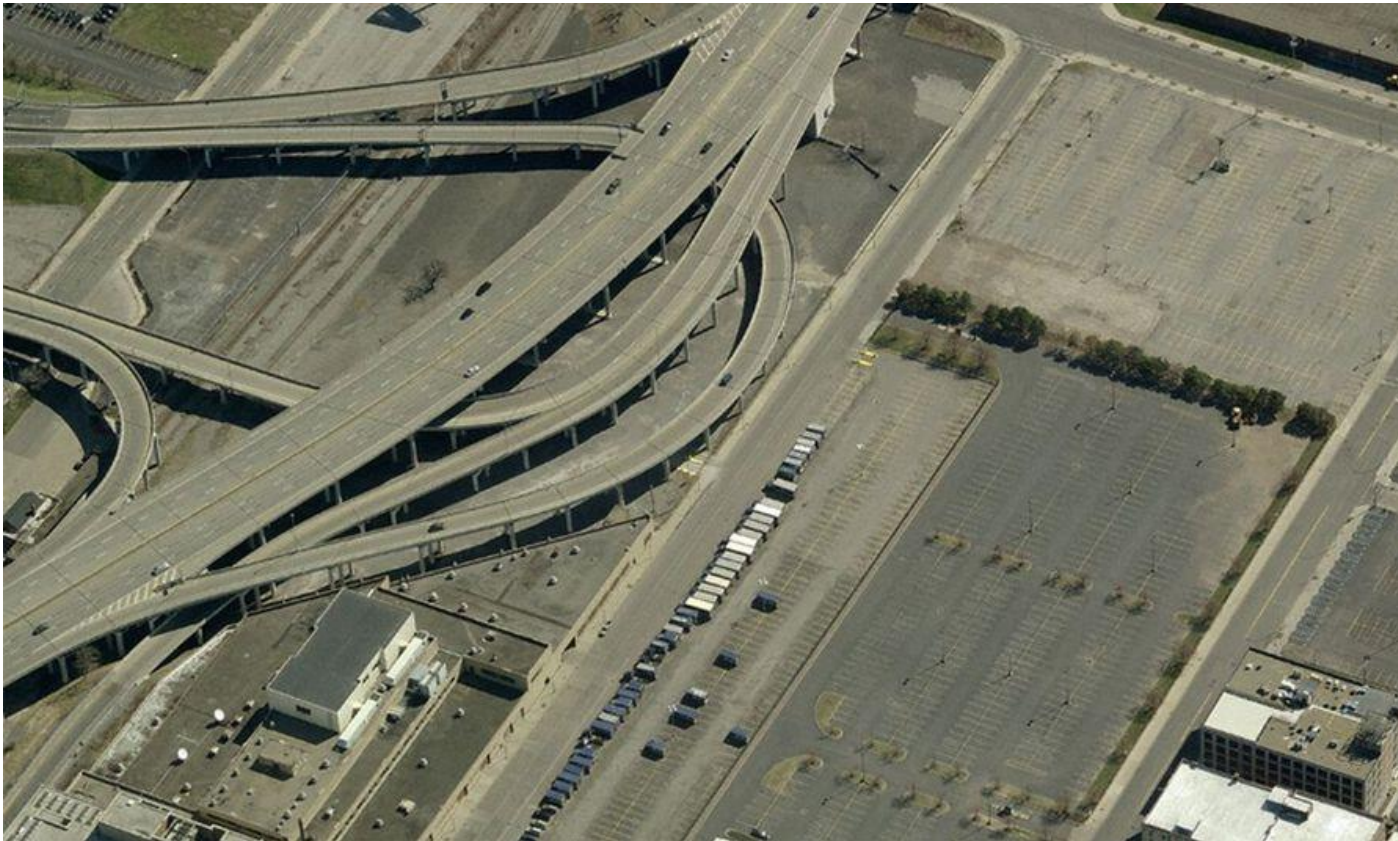
Outcomes of *Happy Cities*

- *psychotic disorders, including schizophrenia, are most common in neighbourhoods with the thinnest social networks.*
- *the more connected we are with family and community, the less likely we are to experience colds, heart attacks, strokes, cancer & depression.*
- *connected people sleep better at night. They are more able to tackle adversity. They live longer. They consistently report being happier.*



Cities and streets

- 25-60 % urban land is motor vehicle infrastructure



What are streets for?

- *A street is a public thoroughfare in a built environment on which people may freely assemble, interact, and move about.*
- *The word street is still sometimes used colloquially as a synonym for road but city residents and urban planners draw a crucial modern distinction: a road's main function is transportation, while streets facilitate public interaction*

- Wikipedia

Healthy Streets™

- A street that works for people is a street that is good for health
- Towns and cities everywhere are facing the challenge of keeping communities healthy and happy
- Healthy Streets™ is an evidence-based approach for creating fairer, sustainable, attractive urban spaces
- Developed and used by Transport for London (TfL)

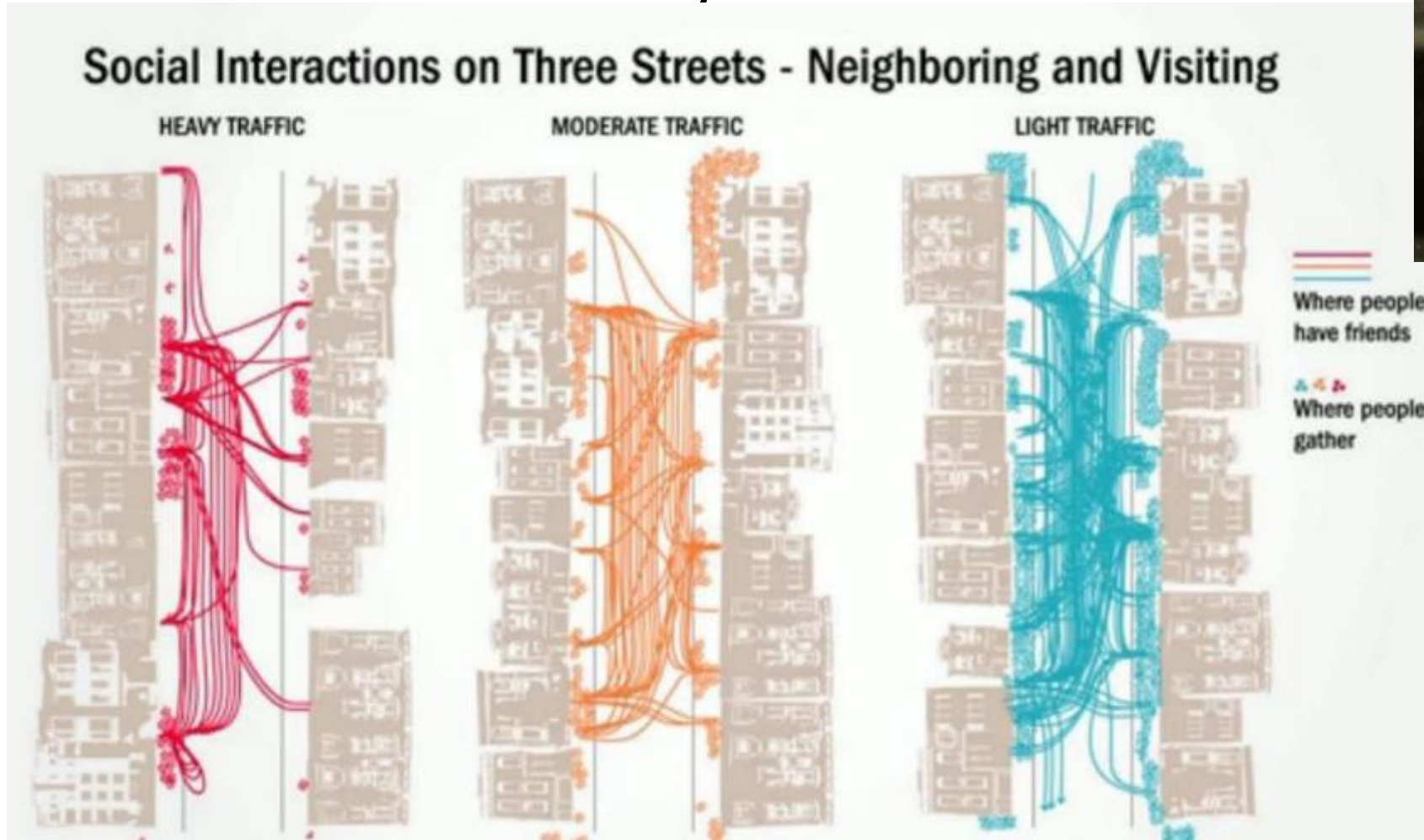
<https://healthystreets.com/>



Traffic and community



Donald Appleyard



Traffic levels: 16,000,
8,000 and 2,000 vehs
per day

Figure 1: This image shows how community ties can actually be knit together by a street that is livable and inviting — or torn apart when auto traffic noise, pollution, and threats dominate the street environment.

Source: Figure 3, page 21, *Livable Streets*, Donald Appleyard, University of California Press, 1981.

Christchurch research

- Residents surveys
 - Streetscape, traffic volume



Jesse Wiki



Heavy
8,000-14,000 vpd



Moderate
1,400-2,500 vpd



Light
Under 500 vpd

Neighbourhood Connections

LIGHT (< 500 vpd)



5.1 average connections

"We have great neighbours
and live in a safe street"
"I enjoy talking with my
neighbours"

"Most people get out and
about and talk on the street"
"Family-orientated and
friendly"

HEAVY (8,400-14,000 vpd)



2.1 average connections

"My street is a car thoroughfare"
"Lived here over 35 years, a
decline in people talking to
neighbours and children playing"

MODERATE (1400-2500 vpd)



5.9 average connections

Christchurch research

- What can we learn about community (incl streetscape) from post-earthquake Christchurch
- Interviews with residents, leaders, stakeholders
 - Density, Socio-economic status, accessibility, environment, urban form
- Results
 - Geography – clearly defined
 - Local leaders
 - Housing stability



Karen Banwell

Streets

- Intimate streets – cul-de-sacs, laneways, back sections
 - *“Our street is wide so we don’t know each other”*
 - *“People get into their cars and go to work and then come home press the little button for their garage door and they go inside to their private spaces never once turning around”*

Back lanes as recreational areas

- Popular Now in Metro**
- CTM begins installing new toilet machines
 - Giving it my best
 - High price to pay for serenity
 - Dr Fatimah: Non-life threatening cases should avoid A&E units at hospitals
 - Hot emperors' favourite eater

THE IPOH City Council is mulling the idea of converting back lanes into recreational areas, similar to what is being done in many other countries.

Mayor Datuk Zamri Man said the council is studying the suitable locations at Ipoh's Old and New Town areas.

He said either the back lanes could be converted to recreational areas or made into parking lots.

"Since we have limited places to construct recreational areas within the city, we need to enhance and upgrade the existing ones."



Gardening? It's right up our alley! Community transforms Victorian passageway behind homes into oasis of greenery

- Once-dingy lane in Middlesbrough now haven of hanging baskets, trellises and trees with apples and pears
- Mavis Arnold has helped turn lane into a wonderland, while neighbouring alleys are still scruffy and rundown
- Alley was well-kept in 1960s but as the decades dragged on residents began to dump their rubbish on cobbles

back lane project - OUR LOST SPACE

WINNER: GRAND PRIZE WINNER



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Forgotten 'country lane' experiment could be answer to Vancouver's desire for more green space

BRIAN HUTCHINGS | July 2, 2013 5:10 PM GET
More from Brian Hutchings | @brianhutchings

Reprints & Rights



Streets

- Intimate streets – cul-de-sacs, laneways, back sections
 - *“Our street is wide so we don’t know each other”*
 - *“People get into their cars and go to work and then come home press the little button for their garage door and they go inside to their private spaces never once turning around”*
- Walkable – safe, attractive and connected
 - *“Because walking somewhere you see people and that is really important to us to see people and have that eye contact and being human together”*
 - *“It can take a long time to get to the shops unlike the places with fences and garages”*
- Green – presence of trees



Christchurch



Proximity and urban design

- Local - community hubs, library, pools, parks, recreation areas
 - *“If you have to get in your car it’s not local”*
- Bumping places - schools, shops, street furniture
 - *“The school was the only bumping place for Phillipstown and then the Ministry closed it, the constancy in the children’s lives. The Ministry did not see the school as a community hub or the importance for the community”*
- Gathering places - churches, pubs, cafes
 - *“It’s hard for people to engage with each other when you don’t have a meeting place to come together”*

Bumping spaces



Vancouver (Simon Kingham)

Bumping spaces



Christchurch (Alan Jamieson)

Play Dilemma 1



Play Dilemma 2



Streets for recreation

Port Almere, NL



Streets for recreation



Vathorst, NL



Streets for recreation

Houten, NL



Streets for recreation

Heidelberg Bahnstadt, Germany



Ministry of **Transport**
TE MANATŪ WAKA

Streets for recreation

Vauban, Freiburg, Germany



Streets for recreation

Riselfeld, Freiburg, Germany



Not new



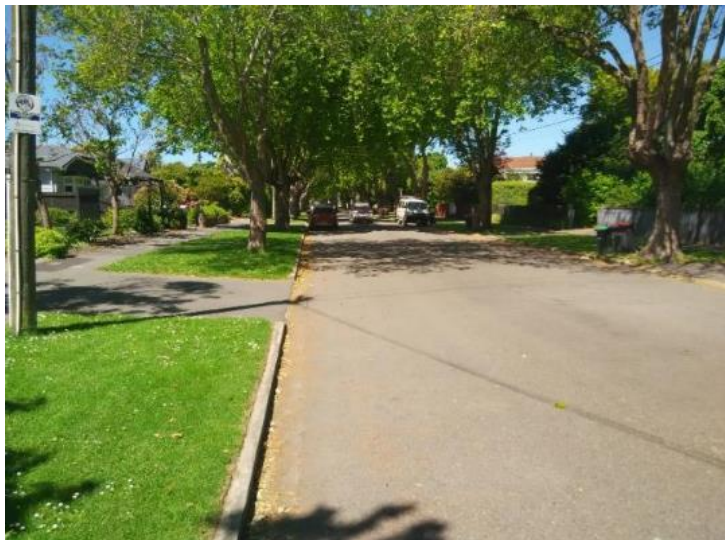
sport

In NZ?

With through traffic

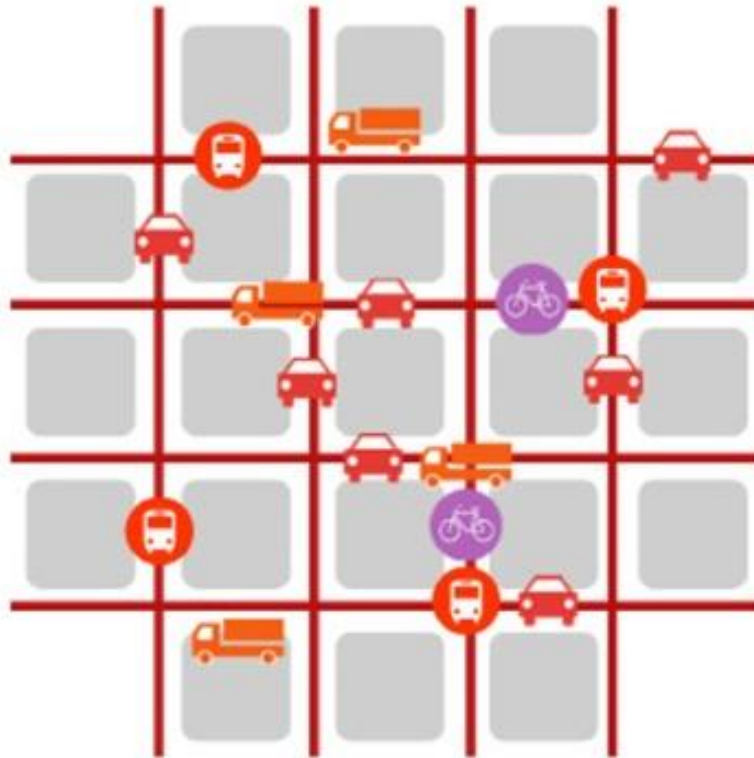


And without!







Barcelona Superblocks





Current Model



Superblocks Model



-  PUBLIC TRANSPORT NETWORK
-  BICYCLES MAIN NETWORK (BIKE LANE)
-  BICYCLES SIGNPOSTS (REVERSE DIRECTION)
-  FREE PASSAGE OF BICYCLES

-  PRIVATE VEHICLE PASSING
-  RESIDENTS VEHICLES
-  URBAN SERVICES AND EMERGENCY
-  DUM CARRIERS

-  DUM PROXIMITY AREA
-  ACCESS CONTROL
-  BASIC TRAFFIC NETWORK
-  SINGLE PLATFORM (PEDESTRIANS PRIORITY)

Barcelona Superblocks



Barcelona Superblocks

IMAGE BEFORE



IMAGE AFTER



But!

Street Smarts: Should Stapleton Kids Be Playing in Our Streets?

Staff Writer



A recent hot topic on [Next Door Stapleton](#) was the issue of kids playing in Stapleton streets. “It starts to really slow down traffic,” says resident Josh Meyers. “I mean, you have to drive about 10 miles per hour in fear a kid is going to dart out in front of you. It can sometimes add anywhere from 30 to 90 seconds to a trip.” Other

parents are less worried about the drive time, but worried about the inherent danger of kids playing in the busy [Stapleton streets](#). “We’re not living in a suburb, after all,” says Stapleton parent Allie Morgan. “We live in Denver, in what is considered an urban community. Urban communities have lots of traffic, among other dangerous things. People need to get their kids out of the streets. If anything, have them play in the [alleys](#).”

<http://stapletonion.com/posts/street-smarts-should-stapleton-kids-be-playing-in-our-streets/>

Summary

- Streets are not just for motor vehicles
- Local streets can, and should, be recreation spaces
- Traffic speed and volume are key deterrents to recreational uses
- Need shift in thinking about streetspace



If you plan cities for cars & traffic, you get cars & traffic. If you plan for people & places, you get people & places - Fred Kent

Prof Simon Kingham

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Thank you

